

minutes passengers were being carried as usual.

Through Trains Delayed.

The New York Central and all the New England roads have suffered from the heavy snowfall, and many of the trains from the north and west have been blocked. The Pennsylvania road has been blocked, and the Southern roads were all running on time. South of the Tennessee Valley there was very little snow, and along the Gulf the storm spent itself in a heavy rain on the coast.

The delay in the arrival of the mails at the Post-Office this morning showed how the through trains were affected. The mails from the North and Northwest were two and a half hours late. The delay in the shore line from Boston and Providence was one hour, and from Boston by way of Springfield the mails were broken by the snow. The delay in the New York Central coming in from the West was from one to seven hours behind time, while there was some complaint of delay from the Southern tier and the Central States, though not more than an hour in any case.

For a wonder the telegraph wires were all working, and the morning wire Chief David Mitchell, of the Western Union, said that he had expected trouble, but within a few minutes of this city the morning report showed that not a single wire was down.

Wires to Chicago, St. Louis, New Orleans and Boston were all working well, and if there had been any damage done to the wires in the North or in the States, nothing had yet been heard of it. "In fact," said Mr. Mitchell, "we would hardly have been better off if we had a bright summer day, instead of a blizzard raging from one end of the country to the other."

This was shown by the promptness with which the weather report to the Equitable Building, These showed that the snowfall at Buffalo, up to 8 M., had been 15 feet, Erie, 16 feet; Toledo, 12 1/2 feet; Albany, Boston and Chicago, 1 foot each.

The thermometer stood at the same hour in Albany, at 14; Boston, 10; Buffalo, 18; Chicago, 20; St. Louis, 16; above zero. The coldest weather was reported at North Platte, Neb., at 14 below zero, and the warmest at Key West, where it was 50.

No Fears for the Smacks.

But ten of the thirty-five boats making up the Winter fleet of fishing smacks that supply the New York markets were outside the harbor yesterday morning, and the docks were crowded with the boats that had been driven ashore by the snow. They are supposed to have been made fast to the piers, and to be safely anchored thereabouts.

Most of the fishing vessels are owned by Fulton market men, and it is not certain the least fear for their safety. The boats now out are manned by about one hundred men, and the twenty-five boats that did not go to sea are tied up at the Fulton street piers or are anchored in the bay.

The large quantity of fish brought in last Friday and Saturday by the fleet is said by dealers to be the largest in the present week out, even if not another fish be caught by the boats now at sea.

The Winter fishing is confined almost entirely to cod, and the cruises are usually along the coast, and as far as Block Island Point. Only one boat has gone south of the Cape, and it is believed it will probably try to reach Point Charles.

Hard on Street Railroads.

In the city the unusual fall of snow has been a great deal of trouble. The big sweepers were out all day, but they could not clear off all that there was, and they are now all the horse-car lines.

All the teams had to be doubled up so that only half the usual number were running on most of the lines, and even then they made slow progress, for the streets were piled with the snow.

The cable lines had an easier time, as it was not so difficult to keep the tracks clear, and on Broadway and Third avenue an extra number of the new cars are running.

They were spinning along, jammed to the platforms with passengers, and the elevated trains, like this, are always slow and uncomfortable. Why this should be so, the city engineers do not explain, but the long delays, especially in approaching the downtown streets, have been a great deal of trouble.

Business by the cable cars, and the passengers would frequently get out and travel the remainder of the way to their homes.

Andrews Just Waiting.

Street Cleaning Commissioner Andrews put a large force of men to work this morning on Broadway, Fifth avenue and the principal streets of the city, in order to clear the roadway for traffic.

No thorough effort was made to clear the streets of the snow, and the city engineers were not so successful as they were on Monday, at 9 o'clock this morning that the snowfall would cease.

As soon as the snow stopped, the city engineers and cars will be employed. This is the second and largest snowstorm this season, and Mr. Andrews will have an opportunity to display his executive ability, if he is the happy possessor of any.

The Sound and the Fervor.

It was so rough on the Sound last night that the Plymouth, of the Fall River line, decided not to venture the passage. The boat left Fall River at 6 o'clock last night, and was expected to arrive at New York at 10 o'clock.

But, having decided when New York was reached to stay there over night, and not attempt to return until the morning, the boat will be expected to arrive at New York at 10 o'clock.

All of the North and East River ferry-boats were running on schedule time this morning, although the heavy snow and storm was at its height. The boats were abandoned, while the Jersey shore was scarcely visible, and the light was so low that the boats were not able to see the lights of the harbor.

There was no ice in the river to retard traffic, and the waters surrounding Manhattan Island, and the Hudson, were as smooth as glass. The ice was not so much as it usually is at this time of year, and the boats were able to run as usual.

The sudden and unusually heavy snowfall has given rise to a great deal of employment. The uptown streets were crowded with men, and many of the men were working at a premium, and every one who could secure any sort of employment was doing so.

There was a lot of work to do, for the drifts were up to six feet in all the side streets, and many a poor fellow who has been looking for a job for a long time, has been able to find one in the last two or three months.

HARD ON TROLLEY CARS.

First Big Storm the Electric Vehicles Have Encountered.

Across the river the severe storm and high winds were an inconvenient army of Brooklynites who do business in New York. All the trolley lines were running cars behind scheduled time which caused a big crowd of people to be deposited at the Bridge entrance.

As this is the greatest snow storm Brooklyn has seen since the introduction of the trolley, the electric lines were not prepared for it. Despite the number of different lines and the small army of employees who were kept busy all night, the cars could only creep along, and almost completely broke the circuit.

Trolley Cars Delayed.

One trolley car on the De Kalb avenue line this morning took twenty-two minutes climbing the hill on the block between South Broadway and Cumberland streets. Between 8 and 9 o'clock a long line of trolley cars reaching from the bridge to the City Hall were reported to be from ten to thirty minutes late.

Nearly all the trains on the four elevated roads arrived at the Bridge on time. The snowstorm seemed to be more severe in the Bedford district of Brooklyn than in any other section of the city. The drifts at Broadway avenue and Fulton street were reported from eight to twelve feet high.

In front of Mayor Schieren's house, on

Clinton avenue, the snow was banked up on the veranda half way to the top of the parlor windows. The Mayor arrived at his office an hour later than his usual time.

Fence Blown Down.

About fifty feet of a high board fence standing in front of the uncompleted Rotherham building at Fulton and Jay streets, was blown down during the night. The noise of the falling fence was heard by people in the neighborhood who believed a building had been torn from its foundations and blown to the ground.

In the rural districts it is reported that many panes of glass were broken by the wind, and that the trees were blown down. Along the Brooklyn water front many steamships and sailing vessels which were to leave today were detained by the storm.

BRIDGE TERMINAL DELAYED.

The Snow May Prevent the Work for Several Days.

Work on the new bridge terminal at High street, Brooklyn, will not be commenced for several days, on account of the snowstorm.

When the resolution adopting the original plans for a terminal on the local system was passed by the Trustees yesterday, Chief Engineer Martin had hoped to break ground for the new structure before the end of this week. It was said at the bridge office this morning that the work will be delayed until the latter end of next week.

Chief Engineer Martin, who had prevented the plans from being adopted before, by introducing the idea of a terminal at High street, is now an expert in the matter. He is not pleased with the action of the Trustees, as he thinks the High street scheme is poor economy.

The \$400,000 contract of iron ordered for the new structure from the Phoenix Iron Company, it is estimated, will be delivered in two or three weeks.

It is estimated that the new structure will be completed by the end of the month, and that the work will be completed by the end of the month.

AUGUSTA VICTORIA IS SAFE.

Denial of the Report that She Had Foundered.

The special cablegram from Berlin published in a local German newspaper this morning stated that the Hamburg-American steamship Augusta Victoria had foundered at sea without disaster.

A cablegram to the agent of the Company states that the steamship passed her last at 6:45 yesterday morning.

RAN INTO A SNOW DRIFT.

Assistance Sent to the Related Northern Train.

LONG ISLAND CITY, Feb. 13.—All the trains on the Long Island Railroad are running close to schedule time in spite of the storm, with the exception of the Northern train, which is stalled somewhere on the road between here and Northport.

This train left Northport at 6:15 o'clock this morning and should have arrived in Long Island City at 7:45. It carries only a small number of passengers.

Snow ploughs have been sent out from the Long Island City station, and it is not known where the train is stalled or how far it is from Northport.

It is blowing a gale in the neighborhood of Northport, and the snow, which is the heaviest since the blizzard of '88, is piled in big drifts on the tracks in places.

AFTER.—The engine of the Northern train was stalled between Northport and Northport Junction. A relief train has been sent from Long Island City to bring in the passengers. The engine ran into a snowdrift and was thrown off the track.

REAL BLIZZARD IN BOSTON.

Eleven Inches of Snow on the Level.

—Wind Sixty Miles an Hour.

BOSTON, Feb. 13.—The blizzard, whose approach was made on time yesterday afternoon, is still raging in a milder form this morning, but the blizzard of '88 is piled in big drifts on the tracks in places.

At 2 o'clock this morning it was at its height. The wind was blowing from the northeast at the rate of sixty miles per hour, and the thermometer was 20 above zero. From that time the wind abated considerably, and at 9 o'clock this morning was blowing at twenty-six miles per hour.

Boston has not seen such a severe storm for years. Eleven inches of snow have fallen on the level. The streets are in a terrible condition. On every line the cars are blocked, and many telephone and telegraph wires are down. The schools are closed, and the city is in a state of confusion.

The railroads from the south and east are terribly blocked. All business along the coast is at a standstill. The city is in a state of confusion.

The observations of the Weather Bureau show that the storm was severest along the coast and in Southern New England. In Northern Vermont only three inches of snow have fallen, while at Eastport, Me., only a high wind has blown.

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THE MEN APPARENTLY SAFE.

No Harm Seems to Have Come to the Milwaukee Crib-Workers.

MILWAUKEE, Wis., Feb. 13.—The men at the lake end of the new intake tunnel, where the men are at work, without the slightest delay, and the men are at work at a premium, and every one who could secure any sort of employment was doing so.

There was a lot of work to do, for the drifts were up to six feet in all the side streets, and many a poor fellow who has been looking for a job for a long time, has been able to find one in the last two or three months.

THE RONOAKE ALL RIGHT.

An Overdue Lake Steamer for Which There Were Anxious Fears.

MILWAUKEE, Wis., Feb. 13.—A dispatch just received here says the propeller Ronoke, which was expected to arrive at 11 o'clock last night, did not arrive, and it was feared that the steamer had been wrecked.

The Ronoke left here for Grand Haven Sunday night at 11 o'clock, and there had been some anxiety for her.

The passengers consisted of the Leonora Brothers Specialty Company, from New York, which concluded an engagement here and was bound for Detroit.

IS A VESSEL WRECKED?

Rockaway Life Savers Cannot See 100 Feet Off Shore.

FAR ROCKAWAY, L. I., Feb. 13.—The report that a vessel was ashore opposite the Arverne Hotel could not be verified here this morning.

The wind was blowing sixty miles an hour from the northeast, and with a blizzard, the life savers made it impossible for the Life Saving Patrol to see 100 feet from the beach, so any sailing of sail-

tempting to rescue a possible shipwrecked vessel.

INSANE WOMAN ON A TRAIN.

Mrs. Lingrow Alarmed Sixth Avenue "L" Passengers.

Said Her Husband Threatened Her Life When Arraigned in Court.

A poorly clad, wild-eyed Swedish woman, named Mrs. Christina Lingrow, thirty-five years old, and living at Sixty-third street, created considerable excitement among the passengers on an uptown Sixth Avenue Elevated train last evening by wringing her hands and shouting curses and threats.

"Safe me from him! He wants to kill me!" She was seen to board the train at Forty-second street. The train hardly left the station when Conductor Crosby's attention was called to her by another woman whom the insane woman had seized and held in her arms.

Mrs. Lingrow had seized the woman by the arm with both hands, and in a loud and incoherent manner, exclaimed: "He wants to cut my throat! Safe me from him!"

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MR. STRAUSS'S VIEWS.

Would Have Uniform Marriage and Divorce Laws.

WASHINGTON, Feb. 13.—Representative Strauss, of New York, who takes the place of Mr. Feltow, from the Fifteenth District of New York City, speaking on current political events, said:

"I am opposed to an income tax, but that opposition would not have led me to vote against the Wilson bill as a whole. As between two evils—high protective tariffs and an income tax—the latter is the least objectionable, and rather than assist in the delay or defeat of a reform of the tariff, I would have voted for the Wilson bill with the income tax attached."

There are quite a number of reforming Congressmen could bring about," continued he. "A uniform law of marriage and divorce is one of them. At present there are as many divorce systems as there are States, and other changes affecting interstate commerce, which have not received attention, owing to the divided responsibility, but which should be acted upon by Congress."

Recently the House Judiciary Committee rejected a resolution by Representative Hall, for an amendment to the act permitting women to vote. Yesterday Representative Pence reopened the question on another tack, and the House controls the elections of its members, he has introduced an act to protect the right of citizens to register and vote for members of the House of Representatives.

He proposed to amend the act of Congress so as to forbid denial of the right to register or vote, on account of sex, to any one older than twenty-one. By this means Mr. Pence manages to have the question passed upon by another tribunal. The Committee on Election of President, Vice-President and Members of the House of Representatives.

NATIONAL WOMAN SUFFRAGE.

Colorado Congressmen Try to Bring It Before the House.

WASHINGTON, Feb. 13.—The members from Colorado have been indefatigable in their efforts to get the woman's suffrage question before this Congress.

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